



SECRET

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| Railroad Repair Shop | Locomotive | Heating Locomotive | Tender    | Underframes | Heating Unit |
|----------------------|------------|--------------------|-----------|-------------|--------------|
| Schlauroth           | 8          |                    |           |             |              |
| Halle                | 16         | 1                  | 2         |             | 1            |
| Leipzig              | 23         | 2                  | 10        | 4           |              |
| Stendal              | 7          |                    | 5         | 1           |              |
| Zwickau              | 7          |                    | 7         |             |              |
| Meiningen            | 14         |                    | 4         |             |              |
| Cottbus              | 7          |                    |           |             |              |
| Blankenburg          | 2          |                    | 1         |             |              |
| Chemnitz             | 16         |                    | 2         |             |              |
| <b>Total</b>         | <b>100</b> | <b>3</b>           | <b>31</b> | <b>5</b>    | <b>1 8</b>   |

10. [REDACTED] the following numbers of railroad cars were loaded in 1952 and 1953:

| Month     | 1952<br>Number of Cars |   | 1953<br>Number of Cars   |   |
|-----------|------------------------|---|--------------------------|---|
|           | Loaded                 | Assigned to Park of Operational Railroad Cars | Loaded                   | Assigned to Park of Operational Railroad Cars |
| January   | 23,499                 | 87,828  | 25,561                   | 98,407  |
| February  | 23,834                 | 86,047  | 26,546                   | 97,221  |
| March     | 24,748                 | 88,630  | 29,313                   | 102,097                                       |
| April     | 25,286                 | 86,022  | 29,775                   | 96,634  |
| May       | 25,213                 | 84,186  | 28,176                   | 94,443  |
| June      | 26,109                 | 87,343  | 29,310                   | 97,119  |
| July      | 26,115                 | 86,612  | 29,604                   | 100,099                                       |
| August    | 26,373                 | 88,341  | 29,939                   | 99,835  |
| September | 26,666                 | 93,920  | 30,286                   | 104,512                                       |
| October   | 26,634                 | 97,701  | 31,365                   | 106,264                                       |
| November  | 26,440                 | 98,143  | 32,032                   | 109,524                                       |
| December  | 27,300                 | 102,636                                       | data not yet available 9 |   |

11. Directives issued for 1954 indicate that the Main Administration for Rolling Stock of the Ministry of Railroad was assigned the mission to establish, by 31 August 1954, a reserve pool of 10,000 inspected freight cars of all types. These cars were to be kept available for the handling of the fall peak traffic. 10

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12. In early January 1954, the Ministry of Railroads ordered all railroad sub-district offices that they start establishing a pool of reserve trains. This pool was to consist of 6 trains of gondola cars which were to be inspected not before 30 April 1954. 6 trains of transit-worthy gondola cars and 2 trains of transit-worthy flatcars. The latter two trains were not to be inspected before 30 June 1954. <sup>10</sup>
13. The Ministry of Railroads issued an order, according to which a pool of 200 reserve locomotives be formed by 1 September 1954. <sup>11</sup>

1. [REDACTED] Comment. [REDACTED] 4,204 rail breakages occurred in East Germany between 1 January and 1 October 1953. This fact throws significant light upon the poor physical status of tracks in East Germany. [REDACTED]
2. [REDACTED] Comment. Prior to 1 January 1954, the Deutsch-Russische Transportgesellschaft (German-Russian Transport Company) (Derutra) had been in charge of all Soviet interest shipments. It appears that the renaming of this agency in no way changed its character.
3. [REDACTED] Comment. Soviet railroad cars, owing to the wider gauge of the Soviet railroad system are more bulky than standardized European cars. This makes it difficult to utilize Soviet cars on a standard gauge railroad system because all dimensions for platform edges, tunnels, distances of signals etc. were laid down with regard to the smaller size of the European standardized equipment. However, experiences made during the war show that these difficulties are not unsurmountable. The test run of a German railroad car mounting a superstructure having the dimensions of a Soviet freight car deserves some interest. The experiment may have been made in view of future mobilization measures or with the intention of finding out whether Soviet rolling stock might be used to ease the critical shortage of freight cars in East Germany.
4. [REDACTED]
5. [REDACTED] Comment. The locomotives observed belong to deactivated locomotive column [REDACTED], which in May 1953 moved from Blumenhagen to Loecknitz, east of Pasewalk.
6. [REDACTED] Comment. These locomotives belong to deactivated locomotive column [REDACTED] in Strasburg.
7. [REDACTED] Comment. This observation confirms locomotive column [REDACTED] in Ducherow and [REDACTED] in Ruednitz. [REDACTED]
8. [REDACTED] Comment. A special commission had been assigned the task to check on the possibility of scrapping heavily damaged locomotives. [REDACTED]
9. [REDACTED] Comment. These figures are of interest inasmuch as they show the gradually increasing performance of the East German railroads. The increase in the number of operational railroad cars was mainly due to the repurchase of 20,000 former German freight cars from the USSR in the second half of 1952. Only a few of the railroad cars were newly built in East Germany.
10. [REDACTED] Comment. The establishment of pools of reserve cars to be available for periods of peak traffic is nothing unusual. Of course there is always a possibility that such reserve cars may be used for military purposes.
11. [REDACTED] Comment. This information shows that the East German railroad authorities are also going to establish a pool of reserve locomotives. Reserve locomotives available on 30 November 1953 included 41 locomotives at the disposal of the Ministry of Railroads, and 18 locomotives at the disposal of regional railroad headquarters. A total of 75 locomotives were assigned to locomotive columns which are exclusively at the disposal of the Soviets. [REDACTED]

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